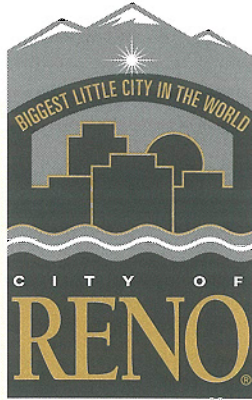


RECEIVED

NOV 06 2006

ENVIRONMENTAL PROTECTION



November 2, 2006

Ms. Lisa Johnson
Brownfields Program
Bureau of Corrective Actions
Division of Environmental Protection
901 S. Stewart St., Suite 4001
Carson City, Nevada 89701

Re: ***Brownfields Funding Application***
Project Title: 270 Evans Avenue, Reno, NV 89501

Dear Ms. Johnson:

Enclosed please find a Brownfields Funding Application for property located at 270 Evans Avenue, Reno, NV 89501. This site is important and strategic to the future revitalization of Downtown Reno. It is close to the Truckee River, Amtrak Station, Bowling Stadium, and proposed 4th Street Transit Station.

If you have any questions, please contact me directly at (775) 334-3814. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Edwards", is written over a horizontal line.

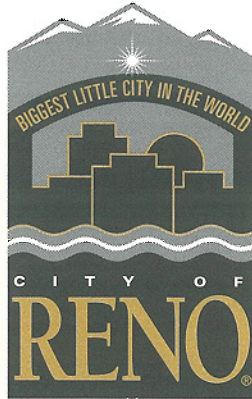
Scott Edwards
Economic Development Manager

Enclosures

1. Grant Application
2. Description of Freight House
3. Map and Photographs

Redevelopment Agency

One East First Street ~ Suite 700 ~ P. O. Box 1900 ~ Reno, Nevada 89505 ~ (775) 334-2077 ~ FAX (775) 334-3815
CityofReno.com



November 2, 2006

Ms. Lisa Johnson
Brownfields Program
Bureau of Corrective Actions
Division of Environmental Protection
901 S. Stewart St., Suite 4001
Carson City, Nevada 89701

Re: ***Brownfields Funding Application***
Project Title: 270 Evans Avenue, Reno, NV 89501

Dear Ms. Johnson:

Enclosed please find a Brownfields Funding Application for property located at 270 Evans Avenue, Reno, NV 89501. This site is important and strategic to the future revitalization of Downtown Reno. It is close to the Truckee River, Amtrak Station, Bowling Stadium, and proposed 4th Street Transit Station.

If you have any questions, please contact me directly at (775) 334-3814. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Edwards", is written over the typed name.

Scott Edwards
Economic Development Manager

Enclosures

1. Grant Application
2. Description of Freight House
3. Map and Photographs

Redevelopment Agency

One East First Street ~ Suite 700 ~ P. O. Box 1900 ~ Reno, Nevada 89505 ~ (775) 334-2077 ~ FAX (775) 334-3815
CityofReno.com



State of Nevada

Division of Environmental Protection

Brownfields Funding Application



Please complete the following form with the most accurate information available to you. Along with this form you should attach the following information: a map showing the project location, any completed assessment work previously undertaken at the site (for cleanup applications, a copy of the assessment work does not need to be attached if the assessment was conducted under a previous State or Federal brownfields funding award), individual parcel information for multi-parcel projects, and any information about the project which would help the applicant reviewer understand the redevelopment project being proposed.

When completed, mail the application and attached information to
Nevada Division of Environmental Protection, Brownfields Program
901 South Stewart Street, Room 4001
Carson City, NV 89701

For any help in preparing this application or any general Brownfields questions, please feel free to call (775) 687-9368 and ask for the Brownfields Program.

A. Applicant Information

- 1) Project Title: 270 Evans Avenue, Reno, NV 89502 (also known as "Freight House")
- 2) Are you seeking assistance with assessment or cleanup work for your project?
Assessment: ☒ Cleanup: ☐
- 3) Does your project involve potential petroleum contamination or hazardous substances?
Petroleum Contamination: ☒ Hazardous Substances: ☒
- 4) Agency Applying for Brownfields Funding: City of Reno Redevelopment Agency
- 5) Project Contact Name and Title: Scott Edwards, Economic Development Manager
- 6) Project Contact's Address: 1 East First St., Suite 700, Reno, NV 89501
- 7) Project Contact's Phone: (775) 334-3814

B. Site Information (for multi-parcel properties, attach a separate sheet detailing the parcel name, assessor's parcel number, address, acreage, current use, and owner for each individual parcel; indicate for questions 8-15 below that a separate sheet has been attached.)

- 8) Current Site Name: 270 Evans Avenue
- 9) Site Street Address: 270 Evans Avenue, Reno, NV 89501
- 10) Current Zoning: I (Industrial) and Undesignated
- 11) Site Acreage: 2.12+/-
- 12) Assessor's Parcel Number: 011-450-05, 011-450-06, 011-450-07, 011-150-10
- 13) Latitude: (If readily available) N/A Longitude: N/A
- 14) Please attach a map showing the location of the subject site. For multiple-parcel sites, make sure that the map clearly shows the boundaries of each separate parcel.

B. Site Information (con't)

15) Please briefly discuss the current ownership of the site, specifically detailing who the current owner of the site is, when they acquired the site, and how the site was acquired (i.e. tax foreclosure, eminent domain, purchase, etc.). If you as the applying agency are not the current owner of the property, discuss how the current owner is involved in the project.

The site is owned by Union Pacific Railroad (UPRR) for over 100 years. As part of the ReTRAC project and as a result of a Memorandum of Understanding between UPRR and the City, excess ReTRAC properties including the Freight House will be transferred to the City pending congressional approval. The transfer of properties is expected to occur by December 2006.

16) Using the space provided below, provide a brief description of the current site usage, making particular note of any site uses which may either have caused or contributed to site contamination issues.

The two-story Freight House and single story warehouse and open loading dock is vacant. The warehouse and loading dock have been unused for more than 10 years.

17) With the information available to you, what were the past property uses which may have caused or contributed to current site contamination issues.

Most recently, the Freight House building was used by the Kyburz Rug Company as an office and retail store and rug gallery. Uses of the building before occupancy by the rug company are not well document.

The loading dock is a raised slab of concrete extending east from the east end of the warehouse. The warehouse and dock were used for loading and unloading of rail cars with freight from and for Reno and the surrounding area.

18) Please disclose and discuss any environmental regulatory involvement or enforcement actions which have occurred at the site.

None

19) Please attach any documents for any environmental assessments which may have been conducted previously for the site. If you are applying for cleanup funds, and the assessment work was conducted through a previous Federal or State Brownfields grant, you do not need to attach a copy of that assessment.

C. Project Information (The information provided in the following fields will be used by the NDEP Brownfields Program to prioritize project funding and rank competing projects. The Brownfields Program currently makes every effort to fund each eligible project; however, where several projects are competing for limited funding, we will use information regarding the planned redevelopment project, the benefits to the community, and the amount of community involvement to prioritize our funding.)

20) In the space provided below, please provide information regarding the anticipated future re-use of the property, specifically highlighting how this redevelopment project will benefit the affected community (i.e. job creation, park and greenspace creation, improved access to services, etc.)

The Freight House property together with the Linnecke parcel (APN 011-450-12) located just southeast of the site consists of approximately 4.3 acres. Plans are to restore the Freight House and develop a mixed use development to include approximately 32,000 square feet of commercial retail space and 50 live/work housing units. This area will be known as "The Freight House District". This project will help to transform the eastern portion of downtown into an eclectic, fun, casual dining experience with outdoor patios and environment. It will help to diversify the Downtown economy.

On August 23, 2006, the Redevelopment Agency Board approved an Exclusive Negotiating Agreement with Siena Communities, LLC (developer) for a period of 120 days, to expire on December 22, 2006. During this period, Redevelopment staff is working with the Developer on a Disposition and Development Agreement which will be brought back to the Agency Board for approval.

The Freight House District will also include an public easement for a bikeway/trail which will bisect the project area.

21) Describe how this project fits in with community-wide revitalization or master plans previously developed by the community. Feel free to attach to your application any planning documents which can help demonstrate the redevelopment vision and strategic planning being undertaken by the community.

The Freight House property is designated as Urban Residential/Commercial in the City of Reno Master Plan. Also it is located within the Truckee River District which states that a minimum density of 21 dwelling units per acre is required in the Downtown Regional Center Plan. The Freight House site plan provides for a density of 28 dwelling units per acre which is consistent with the Truckee River District Plan.

22) How has the community been involved, or planned to be involved, in the potential cleanup/redevelopment activities at this site?

In addition to the Downtown Regional Center Plan, the Freight House property is within the ReTRAC Master Plan project area. The Redevelopment Agency recently contracted with the consulting firm of Freedman, Tung & Bottomley (FTB) to lead a community-driven planning process for all ReTRAC properties to be transferred to the City.

The goal of the ReTRAC Master Plan is to envision and recommend a consensus plan for taking advantage of the opportunities opened up by ReTRAC. The process began with a Community Stakeholders meeting held on September 26, 2006. The meeting provided citizens with an overview of the existing conditions in the project area, an examination of similar types of efforts for adaptive reuse, and an opportunity to contribute and share observations and visions of the ReTRAC Master Plan project area. The next Community Stakeholders meeting is planned for November 2006. It is hoped that the ReTRAC Master Plan will be completed by July 2007.

D. Applicant's Signature (A representative of the applying agency should sign the application; it does not need to be the project contact as listed in the first section, but it should be someone with the authority to sign on the agency's behalf.)

Signature: _____

Date: _____

Name: Scott Edwards

Title: Economic Development Manager

E. List of Attachments (Please provide a list of attachments which are being submitted with the application. This will ensure that all relevant information is reviewed by the NDEP Brownfields Program staff.)

1. Freight House Site Map
2. Photographs of the Freight House Property
3. Description of the Freight House property.

DESCRIPTION OF THE FREIGHT HOUSE

The Southern Pacific Railroad Freight Station or Freight House as it is commonly referred to, was constructed in 1931 and is comprised of three distinct sections: an office building, a warehouse storage area and a concrete freight platform. At the westernmost end, facing Evans Avenue, is the two-story, office building built in the Modern style. This rectangular building is of board-formed concrete construction, has a flat roof and sits on a concrete foundation. The roofline has a molded cornice, interrupted on each facade by a central parapet. The primary (west) façade contains five bays; the three central bays are recessed and framed by two-story shouldered arches, each with a decorative keystone in the center. Each bay retains the original steel sash, multi-pane windows (currently boarded up) on the second level and the central bay contains a similar window on the lower level as well. On either side of the central bay, heavy wood loading doors are located on the first level and the outer bays contain smaller windows on both levels. The north and south facades are similar stylistically to the west façade but are comprised of only three bays. The central bays on each façade are recessed as on the front façade and contain entryways on the lower levels. The same steel sash, multi-pane windows are located in the second level of the central bays as well as two each in the outer bays.

The interior of the office building contains two primary levels and a small, brick-lined cellar. Each of the primary levels is generally open in plan with rooms partitioned off at either end. Partition walls are typically wood paneled, half glazed, with glazed doors; either painted or stained and varnished. Other typical features include wood flooring and beadboard ceiling. The first floor has a restroom in the southwest corner and the remainder is open space with a decorative marble fireplace. The second floor is divided into large offices and features a Southern Pacific safe and a small steel casement window looking into the adjacent warehouse portion of the structure.

Attached to the office building and extending to the east is the long, one-story warehouse/transfer building, which sits on an elevated concrete platform. This section of the Freight House lacks the ornament of the office building as it was primarily utilitarian in function. According to Mary Ringhoff, "the platform brings the floor level up to the level of the doors of rail cars on the north side and truck trailers on the south side, indicating this portion of the building's function as a freight transfer and handling area."¹ The wood frame building is clad in corrugated asbestos siding and contains a series of large door openings on both the north and south facades. The original doors on the south elevation have all been removed and some replaced with metal roll-up doors, other openings have been secured with plywood. On the north elevation, some of the original wood sliding doors and exterior tracks have been retained as have a pair of the original steel sash, multi-pane windows that provided light to the dark interior of the warehouse. Other windows on this elevation have been boarded up and it is unclear whether the original glazing is still extant. The interior of the warehouse portion is primarily a large open space with unfinished floors and a large floor scale at the southeast end of the building. The wood truss construction is exposed overhead and the freight doors along either side of the warehouse have been boarded up. Ten smaller rooms are situated at the far ends of the main warehouse space and were likely used as office areas.²

Connected to the northeast end of the warehouse structure and extending further east is the concrete transfer and loading platform. This open platform is significantly narrower in width than the warehouse itself and appears to have been shortened at its east end. A steel canopy frame, missing its roof, is located on the platform toward the east end.

¹ Mary Ringhoff, Nevada State Historic Preservation Office, Historic Resources Inventory Form and Reevaluation report for the Southern Pacific Railroad Freight Station (2003). Western Cultural Resource Management, Inc., Sparks, Nevada. (Continuation sheet 2).

² See the Nevada State Historic Preservation Office, Historic Resources Inventory Form and Reevaluation report for the Southern Pacific Railroad Freight Station (2003) by Mary Ringhoff for a detailed description of the interior offices.

Previous Studies of the Freight House

Koval, Ana and , Patricia Lawrence-Dietz, "Southern Pacific Railroad Structures," National Register of Historic Places Nomination Form (1984). Copy on file at Nevada State Historic Preservation Office, Carson City.

Mehls, S. F., E. J. Stoner, and R. Kolvet, *Treatment and Discovery Plan for the Reno Railroad Corridor* (2001). Western Cultural Resource Management, Inc., Sparks, Nevada. Prepared for the Federal Highway Administration, Nevada Department of Transportation, City of Reno, and Myra L. Frank & Associates, Inc., Los Angeles, California.

Miller Gail and Rick Starzak, "Historic Resources Inventory Form, Southern Pacific Railroad Freight Station (1999)." Copy on file at the Nevada State Historic Preservation Office, Carson City.

Myra L. Frank and Associates, Inc., *Request for Determination of Eligibility for the Reno Railroad Corridor, City of Reno, Washoe County, Nevada* (2000). Prepared for the Federal Highway Administration, the Nevada Department of Transportation and the City of Reno, Nevada.

Ringhoff, Mary. Nevada State Historic Preservation Office, Historic Resources Inventory Form and Reevaluation report for the Southern Pacific Railroad Freight Station (2003). Western Cultural Resource Management, Inc., Sparks, Nevada.

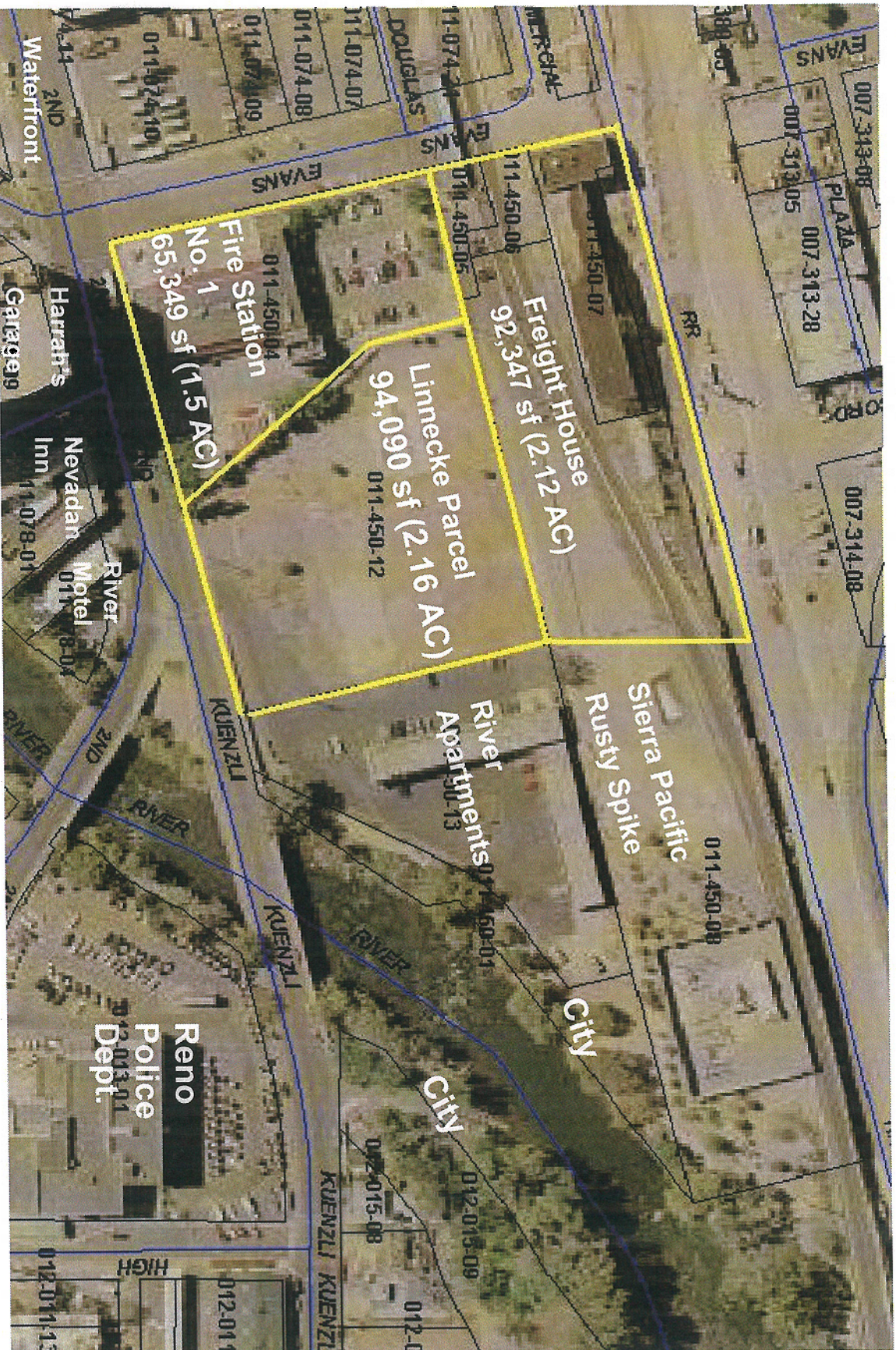
Existing Condition

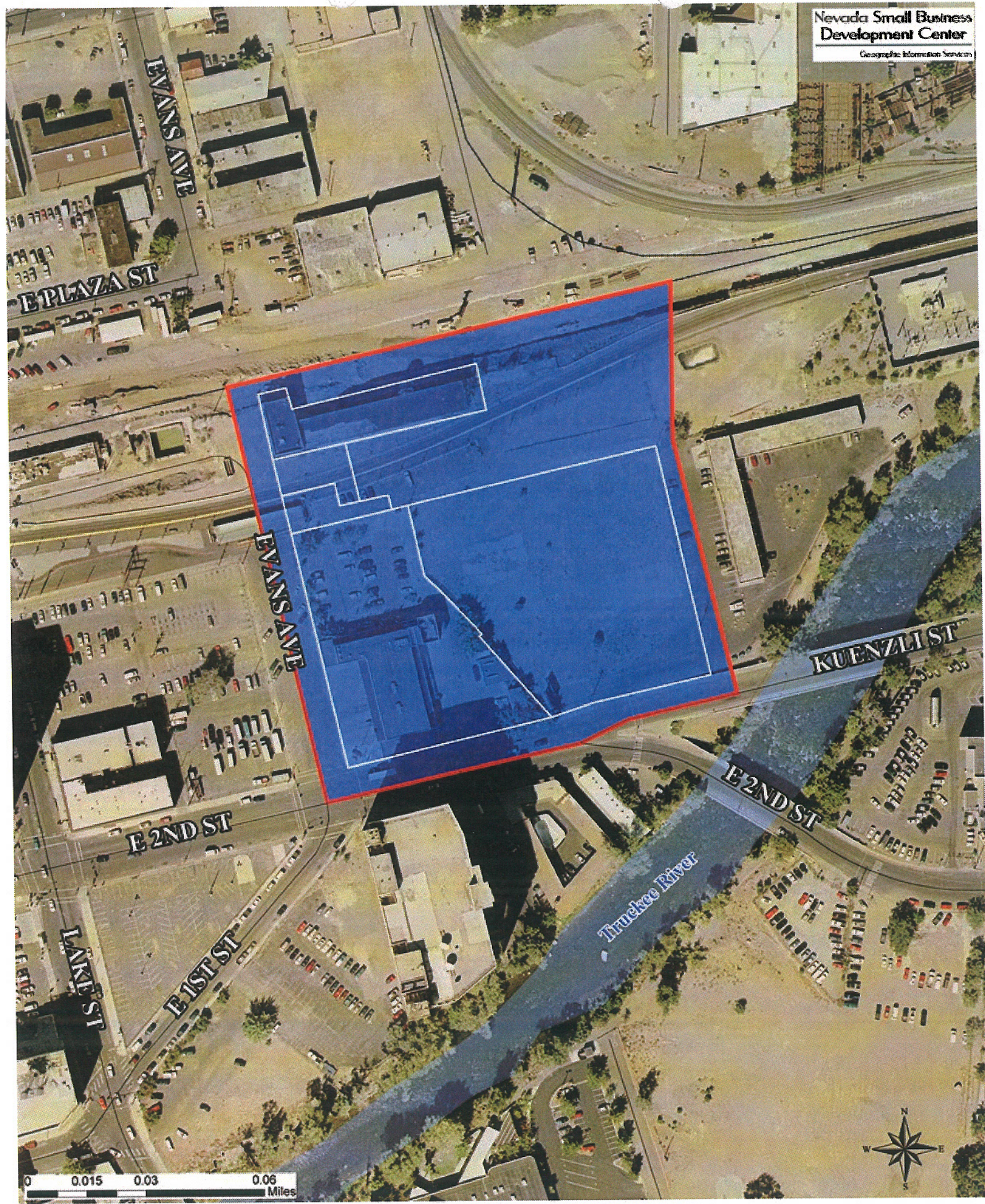
- Concrete foundation stem walls at warehouse portion of building have serious structural cracks at intersection with platform projections
- Concrete exterior stairs are cracked and/or separating from building
- Front/office concrete portion of building appears intact with minor cracking and spalling
- Steel sash windows are largely intact, some broken glass (mainly for stabilization purposes), operability unknown
- Remaining wood doors appear in fair condition, minor wood restoration may be needed
- Front/office interior highly intact, needs cleaning
- Warehouse structure and roof appear in fair condition – some replacement may be required, i.e. severe deterioration of fascia
- Warehouse has been entirely reclad in either T-111 or corrugated asbestos siding
- Exterior canopies over warehouse loading docks suffer varying degrees of wood deterioration, anchors and rods in good condition
- Condition of roof unknown

Potential for Reuse

- Advantageous location downtown
- Front/office portion of property retains a high degree of value and historic fabric despite vandalism and general deterioration – interior alterations would have some limitations
- Warehouse portion of property retains less historic fabric, reuse would be more flexible – retention of sliding doors, frame and truss system and any remaining windows would be encouraged
- Will need full accessibility upgrade
- Extent of plumbing and electrical upgrades unknown
- May require serious structural repairs and upgrades
- Asbestos siding must be abated

Freight House Map





0 0.015 0.03 0.06
Miles

